



MEETING NOTICE

Please be advised that the Volusia Transportation Planning Organization (VTPO) **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)** will be meeting on:

DATE: Wednesday, March 9, 2011

TIME: 3:00 PM

PLACE: Volusia TPO
2570 W. International Speedway Blvd.,
Suite 100 (Conference Room)
Daytona Beach, Florida 32114-8145

.....
Ms. A.J. Devies, Chairperson

AGENDA

- I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE
- II. PUBLIC COMMENT/PARTICIPATION (*Length of time at the discretion of the Chairperson*)
- III. ACTION ITEMS
 - A) REVIEW AND APPROVAL OF JANUARY 12, 2011 BPAC MEETING MINUTES
(Contact: Stephan C. Harris) (Enclosure, pages 3-11)
 - B) REVIEW OF THE DRAFT 2035 LONG RANGE TRANSPORTATION PLAN: BICYCLE & PEDESTRIAN CHAPTER (Contact: Stephan C. Harris/Lois Bollenback) (Enclosure, pages 12-24)
 - C) APPOINTMENT OF MEMBERS TO THE BPAC'S ADMINISTRATIVE AFFAIRS SUBCOMMITTEE (Contact: Stephan C. Harris) (Enclosure, page 25)

IV. PRESENTATIONS AND DISCUSSION ITEMS

A) PRESENTATION ON RAILROAD CROSSING SAFETY: OPERATION LIFESAVER
(Contact: Jim Ganey, FDOT) (Enclosure, pages 26-27)

B) VIDEO PRESENTATION ON THE ST. JOHNS RIVER TO THE SEA LOOP TRAIL
(Contact: Volusia County Community Information Office) (Enclosure, pages 28-29)

V. STAFF COMMENTS *(Enclosure, page 30)*

VI. INFORMATION ITEMS *(Enclosures, pages 30-41)*

- **Florida Safe Routes to School Updates – February 28, 2011**
- **Operation Lifesaver Bicycle Safety Tips**
- **Operation Lifesaver Pedestrian Safety Tips**
- **VTPO 2011 Priority Process Schedule**

VII. BPAC MEMBER COMMENTS *(Enclosure, page 30)*

VIII. ADJOURNMENT *(Enclosure, page 30)*

*****The next meeting of the BPAC will be Wednesday, April 13, 2011*****

NOTE: Individuals covered by the American with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the Volusia TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, FL (386) 226-0422, extension 21 at least five (5) working days prior to the meeting date.

**SUMMARY SHEET
BPAC
MARCH 9, 2011**

III. Action Items

A) Review and Approval of January 12, 2011 BPAC Meeting Minutes

Background Information:

Minutes are prepared for each meeting and must be approved by the BPAC. The January 12, 2011 meeting minutes are provided with this agenda packet for your review (there was no quorum for the February 9, 2011 BPAC meeting).

Action Requested:

Motion to approve the January 12, 2011 BPAC meeting minutes

Beverly Beach
Daytona Beach
Daytona Beach Shores
DeBary

DeLand
Deltona
Edgewater
Flagler Beach

Holly Hill
Lake Helen
New Smyrna Beach
Oak Hill

Orange City
Ormond Beach
Pierson
Ponce Inlet

Port Orange
South Daytona
Volusia County

Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
January 12, 2011

Members Present:

Mike Chuen
Rani Merens
Michelle Grenham
Craig Wells
Rene "Rocky" Rivera
Bob Storke
Phyllis Campbell
John Decarie
A.J. Devies
William "Bill" Pouzar

Representing:

Daytona Beach
DeBary
Edgewater
Flagler Beach
Holly Hill
Orange City
Ponce Inlet
Port Orange
Volusia County, District 2
Volusia County, District 5

Non-Voting Technical Appointees Present:

Joan Carter
Gwen Perney
Melissa Booker
Tina Skipper

Representing:

FDOT, District 5
Port Orange
Volusia County Traffic Engineering
Volusia County School Board

Members/Technical Appointees Absent:

Robert Echevarria
Wendy Hickey (excused)
Joe Trepasso
Peter Cerullo (excused)
Roy Walters (excused)
Susanne Wilde
Heather Blanck

Representing:

Deltona
Orange City
South Daytona
Volusia County, At-Large
Volusia County, At-Large
Volusia County Parks, Rec. & Culture
Votran

Others Present:

Pamela Blankenship, Recording Secretary
Stephan Harris
Karl Welzenbach
Cheryl S. Atkins
Michelle Martin
Greg Kern

Representing:

TPO Staff
TPO Staff
TPO Staff
Deltona
New Smyrna Beach CRA
Reynolds, Smith & Hills, Inc.

I. Call to Order / Roll Call / Determination of Quorum / Pledge of Allegiance

The meeting of the Volusia Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 3:10 p.m. by Chairperson A.J. Devies. The roll was called and it was determined that a quorum was present.

II. Public Comment/Participation

There were no public comments.

III. Consent Agenda

A. Review and Approval of October 13, 2010 Meeting Minutes

B. Review and Approval of Bicycle/Pedestrian Projects for the 2011 Safe Routes to School Call for Applications

MOTION: A motion to approve the Consent Agenda was made by Mr. Chuen. The motion was seconded by Mr. Storke and carried unanimously.

IV. Action Items

A. Review and Recommend Approval to Set Aside XU funding for Corridor Studies

Mr. Welzenbach stated the idea to set aside XU funding for Corridor Studies is an attempt to provide more assistance to local governments as they develop projects to submit for the project prioritization process. It is also to try to improve the coordination between cities along the corridors for the 2035 Long Range Transportation Plan. Projects for improvements to bicycle/pedestrian, transit, traffic operations will be identified. The TPO currently advertises for projects, holds an open house to discuss projects with local governments and advises them on how to apply. The TCC and CAC will be advised on how to determine which corridors to identify. The funding for corridor studies would come from ½ of the set aside funding for bicycle/pedestrian projects (\$50,000), all of the set aside funding for traffic operations/ITS/safety projects and \$100,000 from the set aside funding for transit projects. This would not have an impact on bicycle/pedestrian projects since feasibility studies would continue with the remaining set aside for those projects.

Mr. Decarie asked if Port Orange has been participating in the Call for Projects.

Mr. Welzenbach responded the governments of Daytona Beach, Ormond Beach, Port Orange and Volusia County are the ones applying for projects consistently.

Ms. Carter stated this approach would seem to be helpful.

Mr. Chuven asked whether results of other completed studies will be taken into account.

Mr. Welzenbach responded they most likely would. The corridor studies will look at what we already have to identify projects for local governments.

Mr. Harris stated the BPAC Project Review Subcommittee met last week and discussed this item. They recommended further discussion on it.

Ms. Davies stated the TIP Subcommittee also met last week and had the same recommendation.

MOTION: A motion to recommend that set-aside XU funding be used for corridor studies was made by Mr. Chuven. The motion was seconded by Mr. Decarie and carried unanimously.

B. Review and Recommend Approval of the revised Volusia TPO Project Prioritization Process

Mr. Harris stated the revised project prioritization process flowchart details separate processes for feasibility studies and project implementation. There would be not one, but two calls for projects every year. If a local government applies for a project and the application needs to be revised, it can be revised repeatedly up to the project deadline. If the project deadline is not met, the next opportunity to submit the project for consideration would be no longer than six months. This means an additional opportunity to submit one or multiple applications for projects.

Ms. Booker stated from the county's perspective, the application is cumbersome and many hours of staff time are dedicated to developing applications to submit for the call for projects. County council members expect staff to respond when a call for projects is issued. Two calls for projects per year would make it difficult for staff to respond to both of them; therefore, the county recommends one call for projects per year.

Mr. Chuven concurred with the county.

Mr. Harris stated that last fall extra XU funding was made available by FDOT. That amount totaled about \$12 million, compared with about \$5 million that is normally available on an annual basis. The TPO used the monies to program projects on our priority lists. New projects need to be submitted to replace the ones that are fully funded and will be removed from the priority list. That is part of the reason why staff is recommending two calls for projects per year.

Mr. Rivera stated the process can be simplified with a shorter application.

Ms. Booker stated the county has started working on a master spreadsheet of projects that have been recommended from studies over the last few years. She suggested that it might be helpful to hold a project application workshop on the west side of the county.

Mr. Storke stated Orange City has lost about a third of their staff recently. The remaining staff has other duties that keep them busy and requiring a second call for projects would be too much work for them.

Mr. Harris responded that participation in the second call for projects will be voluntary, just as it always has been for the original call for projects.

Mr. Chuven stated that staff cutbacks make it the wrong time for initiating a second call for projects.

MOTION: *A motion to recommend approval of the revised Volusia TPO project prioritization process with the amendment of keeping the call for projects to once a year was made by Mr. Chuven. The motion was seconded by Mr. Storke, but withdrawn by Mr. Chuven.*

[Discussion continued]

Mr. Harris stated the revised project prioritization process includes two annual calls for projects.

[Discussion continued]

MOTION: *A motion to not approve the revised Volusia TPO project prioritization process with two annual calls for projects was made by Mr. Chuven. The motion was seconded by Mr. Storke. A roll call was taken and passed by 5 to 4.*

C. Review and Recommend Approval to Expand the Range of Eligible Project Types

Mr. Harris stated that currently the TPO's policy is to use XU funding for sidewalk and/or trail projects. However, federal guidelines allow for XU funding to be used for other projects as well including streetscapes, pedestrian overpasses, bicycle racks and bicycle shelters. He noted that new project types should be limited to bicycle/pedestrian-oriented projects.

Mr. Welzenbach stated staff is not recommending a change in the types of projects accepted, just that this be discussed and a recommendation made to the TPO Board.

MOTION: *A motion to keep the existing range of eligible project types was made by Mr. Decarie. The motion was seconded by Mr. Chuven and carried unanimously.*

D. Review and Recommend Approval to Revise Local Matching Fund Requirements for XU Bicycle/Pedestrian Projects

Mr. Harris stated federal law requires that XU funds be matched with local matching funds at the rate of 18.07%. FDOT has been paying the entire match for "on-system" projects and half (9.035%) of the match for projects which are "off-system." Starting in July, FDOT will begin covering their match requirement with "soft" toll credits. The cash match will have to be covered by the TPO or the project applicant.

Mr. Welzenbach stated the TPO Board waived local match requirements for the project phases that were programmed with XU funds last fall. The board will have to address the issue that some of the projects were "off-system" and FDOT still requires a local match for those projects. TPO staff is asking for a recommendation regarding the level of local match that should be required. The local match is a leveraging mechanism that allows the TPO to fund more projects by using the same amount of federal funds.

Mr. Chuven stated the small cities need an incentive to apply for bicycle/pedestrian projects.

Mr. Welzenbach stated the TPO Board generally does not like making exceptions for certain cities. The local matching funds can come from a variety of non-federal sources. The cities can apply for grants to cover local matching funds.

MOTION: *A motion to recommend a local matching fund requirement of 10% with the exception of the five smaller local governments (Beverly Beach, Flagler Beach, Lake Helen, Oak Hill, and Pierson) who would not be required to come up with a local match was made by Mr. Chuven. The motion was seconded by Ms. Grenham and carried unanimously.*

E. Review and Recommend Approval of a Policy Preserving the Top-Ranked Projects

Mr. Welzenbach explained the project prioritization process. The process takes about two years from feasibility study to commitment of the local match. The holdup has been in getting the commitment for the local match from the cities. Preserving more of the top-ranked projects will not necessarily improve the bicycle/pedestrian project process because of the relatively short time it takes to advance projects. He explained that the BPAC has the option to take no action on this item.

MOTION: *A motion to take no action on this item was made by Mr. Storke. The motion was seconded by Ms. Merens and carried unanimously.*

F. Review and Recommend Approval of the 2011 Priority Application for XU Bicycle/Pedestrian Projects

Mr. Harris stated the most recent application for priority projects includes the following changes:

- a change in terminology from “trail” to “shared use path” (suggested by FDOT);
- the requirement for a letter of support from the entity responsible for maintaining the facility if it is not the project sponsor; and
- the requirement that the project sponsor is local agency program (LAP) certified to administer the project or explain how they intend to comply with this requirement.

MOTION: *A motion to recommend approval of the 2011 priority application for XU bicycle/pedestrian projects was made by Mr. Chuven. The motion was seconded by Mr. Storke and carried unanimously.*

G. Review and Recommend Approval of the 2011 List of Prioritized XU Bicycle/Pedestrian Projects

Mr. Harris stated the proposed additions to the 2010 list are marked in red and deletions are stricken. The status for all projects has been updated. Headings have been changed and a column has been added to reflect the project phase programmed.

MOTION: *A motion to recommend approval of the 2011 List of Prioritized XU Bicycle/Pedestrian projects was made by Mr. Storke. The motion was seconded by Ms. Grenham and carried unanimously.*

V. Presentations and Discussion Items

There were no presentation or discussion items.

VI. Staff Comments

There were no staff comments.

VII. BPAC Member Comments

Ms. Devies stated the information items provided in the agenda include the Safe Routes to School Updates, a notice for the TPO Board Strategic Retreat on Friday, January 21, 2011 at DeBary Hall and the newly updated Layman's Guide to the TPO.

Ms. Merens stated she has artwork in an art exhibit at DeBary Hall, which is open to the public.

Mr. Rivera stated BPAC members should deliberate issues thoroughly before casting a vote.

Mr. Pouzar stated abbreviations should not be used in the TPO reference materials.

VIII. Adjournment

The meeting adjourned at 5:02 p.m.

Volusia Transportation Planning Organization

Ms. A.J. Devies, Chairperson

Bicycle & Pedestrian Advisory Committee (BPAC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO, certifies that the foregoing is a true and correct copy of the minutes of the January 12, 2011 regular meeting of the Bicycle & Pedestrian Advisory Committee (BPAC), approved and duly signed this 9th day of March 2011.

Pamela C. Blankenship, Recording Secretary

Volusia Transportation Planning Organization

**SUMMARY SHEET
BPAC
MARCH 9, 2011**

III. Action Items

B) Review of the Draft 2035 Long Range Transportation Plan: Bicycle & Pedestrian Chapter

Background Information:

The Draft Bicycle & Pedestrian Chapter of the 2035 Long Range Transportation Plan describes the issues used to facilitate bicycle & pedestrian planning throughout the Volusia TPO's planning area. The draft document is provided with this agenda packet for your review.

Action Requested:

Review of the draft 2035 Long Range Transportation Plan: Bicycle & Pedestrian Chapter

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Chapter XX

Bicycle & Pedestrian

The Volusia Transportation Planning Organization (TPO), formerly the Volusia County MPO, recognizes the importance of walking and bicycling as transportation modes that foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. The establishment of well-connected walking and bicycling facilities and networks are important components of livable communities, and their design should be a part of project developments on the federal, state and local levels. The TPO visions, plans, funds and implements improvements to walking and bicycling networks, including linkages to transit, within the service area. Pedestrian and bicycle facilities expand the travel opportunities for residents who, either by choice or by circumstance, do not use an automobile. These groups often include, but are not limited to, disabled individuals, children, the elderly, and the financially disadvantaged. In treating bicycling and walking as legitimate forms of travel, the Volusia TPO satisfies the spirit and intent of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU legislation seeks to “create an integrated, intermodal transportation system which provides travelers with a *real* choice of transportation modes.”

FEDERAL: U.S. DOT Policy Statement

On March 15, 2010, the U.S. Department of Transportation (USDOT) issued a “Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations.” The policy, included in Appendix A, included a series of recommended actions intended to improve conditions for walking and bicycling. Every transportation agency, including USDOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these needs.

STATE: FDOT Bicycle and Pedestrian Partnership Council

The Florida Department of Transportation (FDOT) has established a standing statewide “Partnership Council” on bicycle and pedestrian mobility. The council includes key agency representatives and external stakeholders, including TPO Board member Patricia Northey. The Partnership Council provides guidance to FDOT on policy matters affecting Florida’s bicycle and pedestrian transportation needs. The council facilitates increased coordination and collaboration by advising FDOT on all statewide transportation planning and safety activities, including the Florida Transportation Plan. The council makes regular reports to FDOT on the status towards making Florida more bicycle and pedestrian friendly. The council’s policy recommendations include, but are not limited to, the following areas:

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- **Design:**
 - FDOT's *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways* (commonly known as the "Florida Greenbook" – Partnership Council recommendations or comments will be made to the Greenbook Advisory Committee)
 - FDOT's Plans Preparation Manual and Design Standards
 - Revisions to Traffic Engineering Manual regarding pedestrian crosswalks, use of countdown signals, rapid flashing beacons and pedestrian hybrid
 - Signals
- **Planning:**
 - Identify best practices for local communities (e.g., land development codes, school siting), metropolitan planning organizations (MPOs), and regional planning councils (RPCs) to enhance bicycle and pedestrian mobility through planning and design criteria and practices.
 - FDOT plans (Strategic Intermodal Systems plan, 2060 FTP) and partner plans (e.g., local comprehensive plans, MPOs, RPCs)
 - Department of Community Affairs growth management rules
- **Safety:**
 - Strategic Highway Safety Plan and vulnerable road users (e.g. pedestrians, cyclists)
 - Safety Office Programs (School Crossing Guard, Safe Routes to School, Florida Traffic and Bicycle Safety Education, Pedestrian Safety Resource Center)
 - Highway Safety Grant Program
- **Measures and Data:**
 - "Denominator data" that measures the size of the population at risk
 - Identify best practices for incorporating State and local data into a cohesive statewide database system (e.g., crash records, facility data, exposure data, etc.)
 - Identify performance measures that accurately assesses the *State of the System*
- **Programs and Funding:**
 - Review of Pedestrian & Bicycle Program, Transit Office, and Rail Office procedures and programs
 - Establish policies for use of existing funds such as Statewide Transportation Enhancements
 - Review and make recommendations to encourage consistency and secure funding opportunities from federal initiatives to promote more livable communities and well-connected walking and bicycling networks.

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LOCAL: Volusia TPO Resolution 2010-06

The TPO adopted Resolution 2010-06 on April 27, 2010 in support of the U.S. Department of Transportation (USDOT) Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations signed on March 11, 2010 by Ray LaHood, U.S. Secretary of Transportation. Resolution 2010-06, included in Appendix B, affirms the TPO's commitment to implement the USDOT Policy Statement for transportation projects in Volusia County and the cities of Flagler Beach and Beverly Beach in Flagler County.

Bicycle & Pedestrian Facilities

Bicycle and pedestrian facilities provide expanded recreational opportunities for residents and visitors alike. Trail systems throughout Florida generate millions of dollars for state and local economies by attracting visitors from surrounding counties and states. The TPO works with numerous government agencies, including Volusia County, to incorporate the trail vision into the functional aspects of the TPO planning efforts on a regional and local level.

An example of this collaboration on a regional level is the planned St. Johns River to the Sea Loop Trail. At 260 miles, it will be the longest loop trail in Florida. The St. Johns River to the Sea Loop Trail will pass through Brevard, Flagler, Putnam, St. Johns and Volusia counties. The loop trail is expected to break ground in 2013, to coincide with the 500th anniversary of the founding of America by Ponce de Leon. Another example of regional collaboration is the East Central Florida Regional Rail Trail. A map of the St. Johns River to the Sea Loop Trail is included in Appendix C.

Bicycle & Pedestrian Statistics

Volusia County crash statistics provided by the Florida Department of Highway Safety and Motor Vehicles for 2000 to 2009 indicate a trend of decreasing pedestrian injuries in Volusia County and in Florida. In 2000, Volusia County recorded 235 pedestrian injuries, compared with 7,782 statewide. In 2009, pedestrian injuries had been reduced to 211 in Volusia County and 7,676 statewide.

The trend for pedestrian fatalities is mixed in Volusia County and statewide. In 2000, Volusia County recorded 17 pedestrian fatalities, compared with 506 statewide. Pedestrian fatalities increased in Volusia County slightly during 2001 and 2002 before holding steady in 2004 and 2005. Toward the end of the decade, there was a decline to 14 before spiking up to 20 in 2009. Statewide, pedestrian fatalities rose, then declined to 482 by 2009.

From 2000 to 2009, the trend for bicycle injuries decreased in Volusia County and statewide. In 2000, Volusia County recorded 169 bicycle injuries, compared with 4,585 statewide. By 2009 only 147 bicycle injuries were recorded in Volusia County and 4,376 statewide. The trend for bicycle fatalities showed a slight increase over the 10 year period. In 2000, Volusia County recorded 2 bicycle fatalities, compared with 83 statewide. By 2009, Volusia County recorded only 1 bicycle fatality, compared with 100 statewide. It should be noted that the Florida population has increased by 17.7% over the 10 year period.

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Table 1 – Volusia County Bicycle and Pedestrian Crash Statistics¹

Year	Pedestrian Injury History		Pedestrian Fatality History		Bicycle Injury History		Bicycle Fatality History	
	Volusia	Florida	Volusia	Florida	Volusia	Florida	Volusia	Florida
2000	235	7,782	17	506	169	4,585	2	83
2001	223	7,894	18	510	184	4,476	4	107
2002	227	7,447	20	484	187	4,970	2	108
2003	240	7,449	16	509	172	4,991	2	95
2004	223	7,551	17	504	167	4,820	1	119
2005	208	7,975	17	576	142	4,515	1	119
2006	235	7,754	16	546	134	4,227	2	124
2007	230	7,529	14	530	161	4,303	3	121
2008	230	7,878	15	502	138	4,380	3	118
2009	211	7,676	20	482	147	4,376	1	100

1) Source: Florida Traffic Safety Facts, published by the Florida Department of Highway Safety and Motor Vehicles, October 2010

Flagler County crash statistics provided by the Florida Department of Highway Safety and Motor Vehicles from 2000 to 2009 indicate a trend of decreasing pedestrian injuries. In 2000, Flagler County recorded 235 pedestrian injuries, compared with 7,782 statewide. The trend decreases steadily to 2009, when only 211 pedestrian injuries were recorded, compared with 7,676 statewide.

The trend for pedestrian fatalities also decreased in Flagler County from 2000 to 2009. In 2000, 2 pedestrian fatalities were recorded in Flagler County, compared with 506 statewide. By 2009, only 1 pedestrian fatality was recorded in Flagler County, compared with 482 statewide.

The trend for bicycle injuries showed a decrease in Flagler County from 2000 to 2009. In 2000, 169 bicycle injuries were recorded in Flagler County, compared with 4,585 statewide. By 2009, 147 bicycle injuries were recorded in Flagler County, compared with 4,376 statewide.

The trend for bicycle fatalities held steady in Flagler County from 2000 to 2009. In 2000, no bicycle fatalities were recorded in Flagler County, compared with 83 statewide. By 2009, no bicycle fatalities were recorded in Flagler County, compared with 100 statewide. It should be noted that Flagler County was one of the fastest growing counties in the United States during the last 10 years.

Table 2 – Flagler County Bicycle and Pedestrian Crash Statistics¹

Year	Pedestrian Injury History		Pedestrian Fatality History		Bicycle Injury History		Bicycle Fatality History	
	Flagler	Florida	Flagler	Florida	Flagler	Florida	Flagler	Florida
2000	235	7,782	2	506	169	4,585	0	83
2001	223	7,894	0	510	184	4,476	1	107
2002	227	7,447	1	484	187	4,970	1	108
2003	240	7,449	3	509	172	4,991	1	95
2004	223	7,551	1	504	167	4,820	1	119
2005	208	7,975	2	576	142	4,515	1	119
2006	235	7,754	0	546	134	4,227	1	124
2007	230	7,529	0	530	161	4,303	0	121
2008	230	7,878	4	502	138	4,380	1	118
2009	211	7,676	1	482	147	4,376	0	100

1) Source: Florida Traffic Safety Facts, published by the Florida Department of Highway Safety and Motor Vehicles, October 2010

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Volusia TPO Bicycle & Pedestrian Program

The Volusia TPO's (TPO) Bicycle & Pedestrian Program consists of the Bicycle & Pedestrian Coordinator, Bicycle/Pedestrian Advisory Committee (BPAC), Bicycle/Pedestrian Plan, Bicycle/Pedestrian Projects and Community Safety Programs.

Bicycle & Pedestrian Coordinator

The Volusia TPO has designated a Bicycle and Pedestrian Coordinator to address safety and planning issues and to work towards improving the conditions faced by the traveling public. The coordinator accomplishes this through the active participation in several organizations. The TPO Bicycle and Pedestrian Coordinator maintains an ongoing dialogue with county and municipal planning agencies, local advocacy groups, representatives from Volusia County schools and other organizations that share a common interest in providing a safe environment for non-motorized travel. The TPO supports federal transportation policy aimed at increasing non-motorized transportation while simultaneously reducing injuries and fatalities. The coordinator also promotes the continued expansion and upgrade of existing sidewalks, bike paths, bike lanes, and trails that accommodate the various needs and desires of the bicycling and walking community. In addition to these activities, the TPO Bicycle and Pedestrian Coordinator maintains an ongoing dialogue with county and municipal planning agencies, local advocacy groups, representatives from Volusia County Schools, Volusia County Health Department and other organizations that share a common interest in providing a safe environment for non-motorized travel. In doing this, the TPO supports federal transportation policy aimed at increasing non-motorized transportation while simultaneously reducing injuries and fatalities. The coordinator also promotes the continued expansion and upgrade of existing sidewalks, bike paths, bike lanes, and trails that accommodate the various needs and desires of the bicycling and walking community.

Bicycle/Pedestrian Advisory Committee (BPAC)

The Bicycle/Pedestrian Advisory Committee (BPAC) consists of 19 voting members made up of private citizens. Nonvoting members consist of city representatives, highway and transportation planners, professional engineers, and those technical personnel made available by the various municipalities. Planning efforts and technical reviews are completed through the BPAC. This group consists of private citizens and technical professionals appointed by the TPO Board. The BPAC reviews and prioritizes project applications and determines the evaluation criteria for bicycle/pedestrian related facilities.

Bicycle/Pedestrian Plan

The Volusia TPO's Bicycle and Pedestrian Comprehensive Plan incorporates the planned bicycle/pedestrian networks as provided by the local jurisdictions, the Volusia County Proposed Trails Network, TPO staff and BPAC members. The Bicycle/Pedestrian Plan was adopted on January 25, 2005. The Plan, included in Appendix D, created a GIS database that brought together all existing and planned facilities in the area. The Plan included the existing and the planned connections to schools, parks, city centers, libraries, and other similar destinations. The TPO Bicycle/Pedestrian Facilities Map was completed in November 2009. The facilities map, included in Appendix E, shows TPO projects arranged by funding category that have been studied, are underway or completed.

Safety promotion, education and injury prevention goals are emphasized through the TPO Safety Awareness Day Events and involvement in the East and West Volusia Community Traffic Safety Teams

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and Volusia/Flagler Safe Kids Coalition. These organizations sponsor bicycle rodeos, Walk to School Day, and other events that seek to increase awareness of transportation safety issues.

Bicycle/Pedestrian Projects

The TPO provides assistance to local governments by providing federal funds to help plan, design and build sidewalk/trail projects. The TPO uses Surface Transportation Program (STP) Extra Urban (XU) federal funds to hire consultants to perform bicycle & pedestrian feasibility studies for projects on the XU List of Prioritized Bicycle/Pedestrian Projects. Federal funds are combined with local matching funds to program projects in the Florida Department of Transportation's 5 year work program through the construction stage.

The TPO is starting a program to provide *Master Planning Assistance for Smaller Communities* in 2011. The program is aimed at the communities of Beverly Beach, Flagler beach, Lake Helen, Oak Hill and Pierson. The BPAC and TPO staff will be working with these communities to help them develop bicycle & pedestrian master plans for adoption by their governments. The master plans will identify bicycle & pedestrian projects that can be submitted for the TPO's Annual Call for Projects.

The *Volusia County Bicycling Map for the Experienced Cyclist* was the first county wide bicycling map for Volusia County. It was completed by the BPAC and TPO staff in 2009. The map was developed in cooperation with the Florida Bicycle Association, Florida Freewheelers Bicycle Club, Bike Florida, Inc. and local governments in Volusia County.

Community Safety Programs

As part of its efforts to develop and expand a network of safe pedestrian and bicycle facilities, the TPO has authorized the *Bicycle & Pedestrian School Safety Review Study*. The study is funded by the Florida Department of Transportation (FDOT), with input from the Volusia County School Board and local governments. The *Bicycle & Pedestrian School Safety Review Study* assessments have been completed on over forty-five (45) elementary, middle schools and new school sites. The TPO started the first phase of the *Bicycle & Pedestrian School Safety Review Study* in 2003. The main goal of the study is to analyze safety issues for students who walk or bicycle to and from school and to provide recommendations for improvement. Other goals of the study are to encourage coordination among stakeholder agencies and to provide project ideas for future funding opportunities. Assessments for 4 additional elementary schools and 13 middle schools began in January 2010 and are scheduled for completion in July 2011.

The federal Safe Routes to School (SRTS) Program was created to reduce the number of children hit by cars, reduce traffic congestion around schools, improve children's physical activity & health, reduce air pollution and reduce costs related to school bus transportation. The State of Florida received approximately \$27.8 million through 2009 and \$9.7 million in 2010 from the federal government for Safe Routes to School Projects. The TPO collaborates with the Community Traffic Safety Teams and Volusia County School Board and local governments to compete for Safe Routes to School funding of sidewalk/trail projects. The TPO is a member of the Florida Network of the SRTS National Partnership. The SRTS National Partnership is a network of more than 500 nonprofit organizations, government agencies, schools and professionals working together to advance the SRTS movement in the United States. The mission of the SRTS National Partnership is to advocate for safe walking and bicycling to and from schools, and in daily life, to improve the health and well-being of America's children and to foster the creation of livable, sustainable communities.

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The TPO conducts Bicycle Safety Awareness Programs that include fitting bicycle helmets. Bicycle helmets are purchased by the TPO and awarded by the Bicycle Helmet Promotion Program from the Florida Department of Health. The bicycle helmets are fitted and donated to individuals free of charge. Over the past 6 years, the Volusia TPO has fitted over 4,000 bicycle helmets. The helmets are fitted at public events such as the TPO Safety Awareness Day, Port Orange Family Days Festival and the Univision/Telefutura Community Health Fair. The TPO participates in and provides technical support for bicycle rodeos. Equipment for setting up and running rodeos is owned by the TPO. This equipment includes cones, ropes, miniature stop signs, visual obstacle posters, instructional videos and materials.

Workshops promoting bicycle and pedestrian safety are hosted by the TPO. The workshops are interactive and provide the latest information to engineers, planners, law enforcement personnel, safety professionals and interested citizens.

The *Walk and Ride Bicycle & Pedestrian Safety Video* is a TPO project funded by the Florida Safe Routes to School Program and produced by WDSC-TV Channel 15. The video and accompanying public service announcements promote safe practices for walking and biking. English and Spanish versions of the video are available. The Walk and Ride Bicycle & Pedestrian Safety Video was selected for a Bronze Telly Award in 2010.

The *Bicycle Safety Awareness Decal (It's The Law Decal)*, included in Appendix F, promotes Florida Statute 316.083 (1) – a statute that states the driver of a vehicle passing a bicycle or other nonmotorized vehicle must pass at a distance of at least 3 feet.

The TPO is starting a program to enhance pedestrian safety in 2012. The *Pedestrian Safety Enforcement Program* will be a collaborative effort between the TPO, Center for Education and Research in Safety (CERS), local law enforcement agencies and local governments. The purpose of the Pedestrian Safety Enforcement Program is to increase awareness of pedestrian safety laws and decrease crashes involving pedestrians crossing streets and intersections.

Funding

Guidance provided by the Federal Highway Administration (FHWA) in interpreting the bicycle and pedestrian elements of SAFETEA-LU legislation states that “to varying extents, bicyclists and pedestrians will be present on all highways and transportation facilities where they are permitted.” It goes on to say that “it is clearly the intent of SAFETEA-LU that all new and improved transportation facilities be planned, designed, and constructed with this fact in mind.” Efforts made throughout the Volusia TPO area in the planning and development of bicycle and pedestrian facilities both as a sub-component of other road improvements, or as stand-alone projects, clearly demonstrate the recognition of these requirements. In addition to the guidance provided by SAFETEA-LU for state highway projects, the Volusia County Comprehensive Plan addresses bicycle and pedestrian facilities on County maintained roads. The County’s plan states that as improvements are initiated “every effort will be made to include sidewalks, bike lanes, and/or paved shoulders to accommodate the mobility needs of both bicyclists and pedestrians.”

The amount of funding allocated towards the construction of bicycle and pedestrian facilities is also an indicator of the sincere efforts to integrate bicycle and pedestrian facilities into mainstream transportation planning. In 1997, the Volusia TPO dedicated only 3% of its Surface Transportation Program (STP) Extra Urban (XU) funding towards bicycle and pedestrian facilities. Understanding the need to create real multimodal travel opportunities, the TPO supported an increase in the STP “set-aside” to 5% in 1998. The TPO Board raised the level to 12.5% in 1999 and 30% in 2005. While the

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amount of funding in this category varies, the approximate total of 30% of the TPO's XU funds is \$1.2 million annually (which is matched 10/90 with local governments for an approximate annual total of \$2.4 million in federal and local funds).

In addition, funding on the state level is available through a safety set-aside that reserves 10% of the State's STP apportionment to address safety improvements to the transportation infrastructure. Historically, in Volusia County, the Community-Wide Traffic Safety Teams have identified and recommended projects that receive funding through this program. FDOT also provides financial support through the Transportation Enhancement Program (TEP). Projects selected for the TEP are prioritized by the TPO, where the TPO has a policy that the following 12 categories are eligible for TEP funds:

1. Provision of facilities for pedestrians and bicycles
2. The provision of safety and educational activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic or historic sites
4. Scenic or historic highway programs, (including the provision of tourist and welcome center facilities
5. Landscaping and other scenic beautification
6. Historic preservation
7. Rehabilitation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums

Volusia County government also allocates a portion of the local funds available for the road program to bicycle and pedestrian facilities. This allocation is approximately \$250,000 annually. During the long-range planning horizon the Volusia TPO will continue to enhance the safety and convenience of non-motorized forms of travel. To accomplish this, it will be important for the Volusia TPO to update the Bicycle and Pedestrian Comprehensive Plans to include clear and attainable goals and objectives. These plans will provide a logical framework for the continuation of successful programs and strategies as well as the incorporation of new techniques that will improve the overall environment for all travel modes.

Future Direction

The future direction of bicycle & pedestrian transportation will involve progress in the following three areas: Public Transportation, Active Transportation and Communities Designed for Health and Safety.

The Centers for Disease Control and Prevention (CDC) has identified transportation policies that can have a profound positive effect on health. Transportation systems have an impact on quality of life and health. Public transportation systems reduce the need for single occupancy vehicle trips, reduce vehicle emissions and provide transportation access to people with physical, economic and other limitations that prevent the use of single occupancy vehicles. Public transportation systems are offering ride sharing and encouraging people to commute to work and other destinations. In 2010, the Florida Department of Transportation initiated the reThink Commuter Assistance Program in Central Florida. The reThink Program uses a database to match people who commute by carpool, vanpool or bikepool.

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In the future, an expansion of public transportation, commuter assistance programs and commuting is likely. The CDC recommends establishing a federal policy through federal agencies and nongovernmental organizations that would promote bicycling and walking to public transportation stations by making connecting trips easier, faster and safer by (Prevention, Centers for Disease Control and, 2010):

- Providing bicycle storage at public transportation stations, bus stops and city car-hare point of departure locations
- Assessing and addressing safety hazards for pedestrians and bicyclists through safety measures such as well-lighted crosswalks and signal timing and integrating those safety enhancements for pedestrian and bicycle access to public transportation stations, bus stops, and city car-share locations
- Roving barriers to pedestrians and bicyclists on roads and intersections near public transportation stations and bus stops
- Enhancing the public transportation system to accommodate bicyclists and pedestrians

Active transportation systems connect places where people live, work, shop, play and learn with safe and convenient walking and bicycling facilities. Some of the CDC recommendations to promote active transportation are (Prevention, Centers for Disease Control and, 2010):

- Support active transportation infrastructure, such as:
 - Well-lit sidewalks, shared-use paths, and recreational trails
 - Safe roadway crossings
 - Creation of bicycle-supporting infrastructure including shared-use paths and interventions that reduce motor vehicle traffic and vehicle speed on neighborhood streets (e.g. bicycle boulevards)
 - Safe pedestrian and bicycling connections to public transportation
 - Safe and convenient pedestrian and bicycling connections to public park and recreation areas
- Increase opportunities for physical activity by devoting increased resources to non-motorized transportation options.
- Consider incentives for states and regions that reduce vehicle miles traveled per capita and implement active living environments that promote walking and bicycling, using public transportation, and reducing air pollution (including greenhouse gas emissions).
- Comprehensive street design measures, such as “complete streets,” which provide safe and convenient travel for all users of the street, such as expanding space for bicycle lanes and sidewalks, placing bus stops in safe and convenient locations, and making improvements accessible for disabled users
- Bring health, transportation and community planners together to develop safe, convenient, and complete pedestrian and bicycle master plans, including an inventory of current sidewalks, bicycle facilities, recreational trails, and shared-use paths, which can be incorporated into city general plans and capital improvement programs

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- Work with state and local transportation planning officials to integrate and enforce use of pedestrian and bicycle design guidelines and evidence-based safety standards into transportation planning practice and support evaluation of innovative designs
- Bring together specialists in transportation, energy, community planning and health to establish federally recommended guidelines for the inclusion of active transportation infrastructure in building and development efforts
- Explore opportunities for increasing availability of funds for establishing active transportation initiatives

In the future, communities will promote good health and safety by integrating transportation networks, streets and zoning/land use policies into design work. The CDC encourages communities designed for health and safety. Some of the CDC recommendations are (Prevention, Centers for Disease Control and, 2010):

- Government and non-government organizations develop and implement model transportation and land use planning policies that encourage transit-oriented and mixed-use developments
- Dense networks of connected streets which serve the needs of all transportation modes; for example, adopting measures such as “complete streets”
- Roads that include robust infrastructure for bicycling and walking while mitigating the potential adverse effects of motor vehicle travel
- Design and locate destinations for children (such as schools, parks, and libraries) within neighborhoods so that children can reach destinations without having to cross busy streets
- Design streets to reduce motor vehicle speeds and minimize pedestrian and bicycle injuries
- Implement multimodal level of service indicators as performance measures for roadways that include measurements of pedestrian, bicyclists, and public transportation operability
- Increase the adoption of motor vehicle technologies that reduce injuries to pedestrians, such as bumpers designed to minimize pedestrian injury
- Support motor vehicle design efforts to incorporate features that reduce the likelihood of injury to occupants of other vehicles, bicyclists and pedestrians (Prevention, Centers for Disease Control and, 2010)

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Appendices

- Appendix A: U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations March 11, 2010
- Appendix B: Volusia TPO Resolution 2010-06
- Appendix C: St. Johns River to the Sea Loop Trail Map
- Appendix D: Volusia TPO Bicycle/Pedestrian Plan
- Appendix E: Volusia TPO Bicycle/Pedestrian Facilities Map
- Appendix F: "IT'S THE LAW" Decal

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Works Cited

Florida Department of Highway Safety and Motor Vehicles. (2010). *Florida Traffic Safety Facts*. Tallahassee: Florida Department of Highway Safety and Motor Vehicles.

Prevention, C. f. (2010). *CDC Recommendations for Improving Health through Transportation Policy*. Atlanta: National Center for Environmental Health.

**SUMMARY SHEET
BPAC
MARCH 9, 2011**

III. Action Items

C) Appointment of Members to the BPAC's Administrative Affairs Subcommittee

Background Information:

The BPAC failed to convene a quorum (consisting of at least nine voting members) at regularly scheduled meetings on November 10, 2010 and February 9, 2011. According to the bylaws of the BPAC, "a Subcommittee of Administrative Affairs shall deal with consistent unexcused absences and is empowered to recommend a replacement from the city or agency the member represents."

TPO staff recommends the appointment of members to the Subcommittee of Administrative Affairs to provide recommendations regarding membership and lack of quorum.

Action Requested:

Motion to appoint members to the Administrative Affairs Subcommittee

**SUMMARY SHEET
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IV. Presentations and Discussion Items

A) Presentation on Railroad Crossing Safety: Operation Lifesaver

Background Information:

Operation Lifesaver is a nationwide, non-profit public awareness program dedicated to reducing collisions, fatalities and injuries at Highway-Rail Grade Crossings and on railroad property. Florida Operation Lifesaver utilizes education, engineering and enforcement to promote safety at railroad crossings and on railroad right-of-ways in Florida.

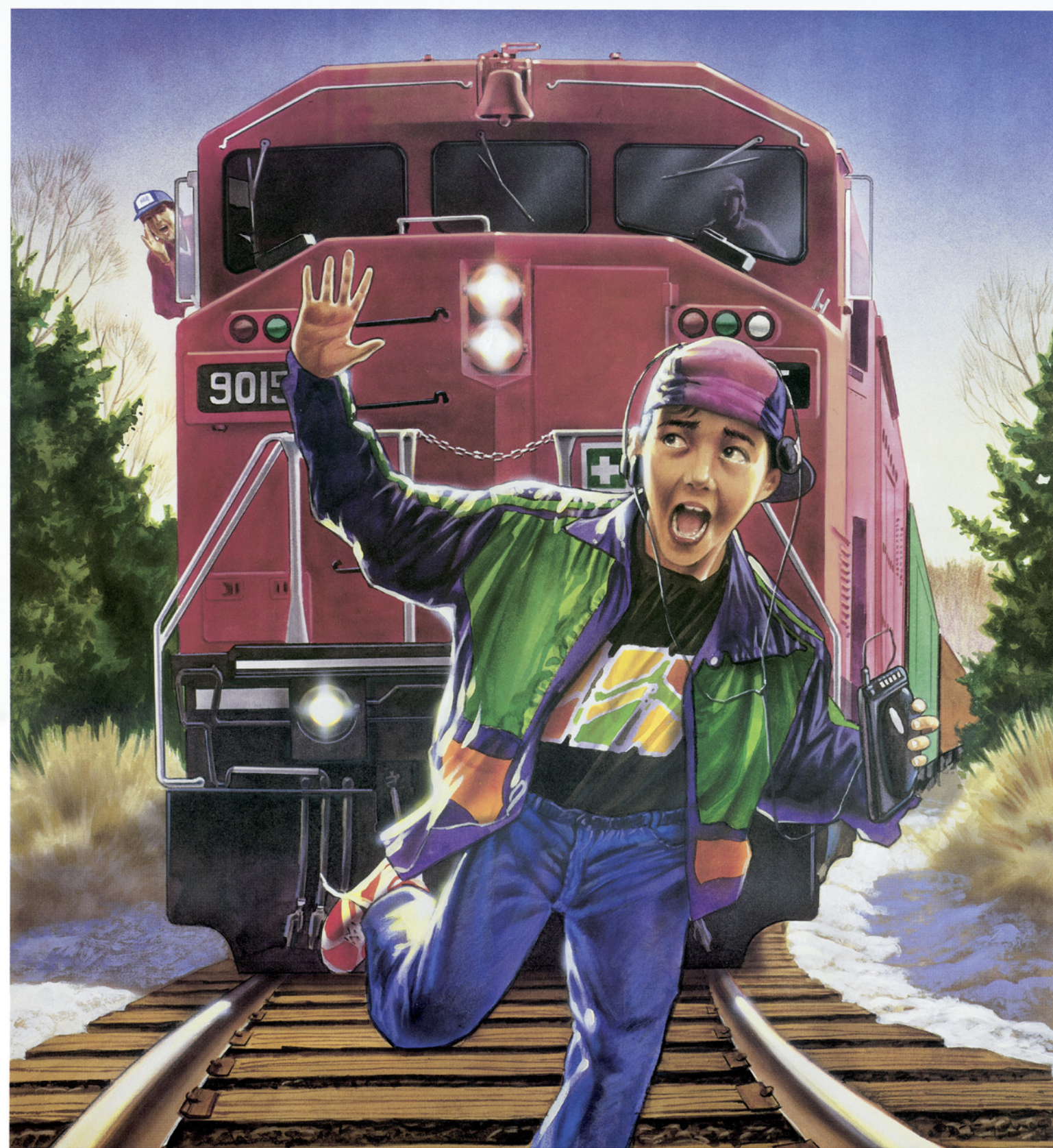
Goals of Florida Operation Lifesaver

- Focus on growing trespassing problem in Florida; Utilize bilingual messages
- Saturate targeted schools with Operation Lifesaver safety message
- Expand presentations to more diverse and influential groups in multi-cultural communities
- Strengthen coalitions and alliances with other safety partners
- Implement a safety strategy that expands Operation Lifesaver's role in the local community

Mr. Jim Ganey, Railroad Coordinator for Florida Department of Transportation, District 5, will give a brief presentation on Railroad Crossing Safety: Operation Lifesaver.

Action Requested:

No action is required unless otherwise directed by the BPAC



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**SUMMARY SHEET
BPAC
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IV. Presentations and Discussion Items

B) Video Presentation on the St. Johns River to the Sea Loop Trail

Background Information:

The third annual meeting of the St. Johns River to the Sea Loop Trail was held on February 18, 2011 at DeBary Hall. The Honorable Pat Northey, Volusia County Council Vice Chairperson, presided over the meeting. The proposed trail will consist of six segments spanning 230 miles through Brevard, Flagler, Putnam, Volusia and St. Johns Counties. The trail is expected to open in 2013 (500 years after Ponce de Leon's discovery of America). A video presentation of the St. Johns River to the Sea Loop Trail will be provided by the Volusia County Community Information Office.

Action Requested:

No action is required unless otherwise directed by the BPAC

The St. Johns River-to-Sea Loop

This map illustrates the St. Johns River-to-Sea Loop, a proposed multi-use trail network in Florida. The loop is highlighted in various colors, indicating different trail types and development stages. The map also shows existing state parks, conservation lands, and multi-use trail network opportunities. Key features include:

- Florida State Parks:** Indicated by pink shaded areas.
- Florida Conservation Lands:** Indicated by green shaded areas.
- Multi-use Trail Network Opportunities:** Indicated by orange shaded areas.
- Trails:**
 - De Leon Springs to East Palatka Trail (future) - Orange line
 - Spring to Spring Trail (in development) - Blue line
 - Palatka to Lake Butler State Trail (in development) - Green line
 - East Central Regional Rail Trail (in development) - Red line
 - St Augustine to Palatka Trail (in development) - Purple line
 - A1A River-to-Sea Trail (existing) - Blue line
 - South St. Johns County Trail (future) - Brown line
 - Birthplace of Speed Trail (future) - Green line
 - Palatka Connector (future) - Yellow line

The map includes a legend, a scale bar (0 to 40 miles), and a compass rose. The map date is June 2, 2008.

**SUMMARY SHEET
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V. STAFF COMMENTS

VI. INFORMATION ITEMS

- **Florida Safe Routes to School Updates – February 28, 2011**
- **Operation Lifesaver Bicycle Safety Tips**
- **Operation Lifesaver Pedestrian Safety Tips**
- **VTPO 2011 Priority Process Schedule**

VII. BPAC MEMBER COMMENTS

VIII. ADJOURNMENT



Florida SRTS Updates

By Pat Pieratte

Florida SRTS Coordinator

(pat.pieratte@dot.state.fl.us, 850-245-1529)

February 28, 2011



Florida Updates: State

February 4th Celebrated as Crossing Guard Appreciation Day: Friday, February 4th was celebrated as Crossing Guard Appreciation Day across Florida. The day has been traditionally celebrated on the first Friday of February. Many local governments proclaimed the day as such and many agencies hosted appreciation breakfasts or lunches for their guards. Congratulations to the following who received certificates as recipients of 2010's Crossing Guard of the Year awards:

- Ann Buwa, Seminole County Sheriff's Office - *School Crossing Guard of the Year*
- Ophelia Saffold, Hillsborough County Sheriff's Office - *School Crossing Guard Trainer of the Year*
- Pinellas County Sheriff's Office - *School Crossing Guard Program of the Year*
- Louise Steward, Jacksonville Sheriff's Office - *School Crossing Guard Special Award for Dedicated Service* (posthumous)

Last Friday all four of our Bike/Ped Staff, plus former Crossing Guard Administrator Carol Pulley and Pete Olson from FSU's Florida Center for Interactive Media, attended the Appreciation event held last Friday by the Tallahassee Police Department. All crossing guards were thanked and given certificates of appreciation, along with refreshments. Then we handed out plaques and our thanks to the local guards who helped with the filming of our new Crossing Guard Training DVD. They provided a great service by helping us get our new training tool completed.

Infrastructure Applications Due by March 31: Somehow another month has flown by, so I wanted to remind everyone that the Infrastructure applications are due by March 31, 2011. Updated Guidelines, Instructions and forms are either on our website www.srtsfl.org or linked to the website. You should have already formed your school-based SRTS Committee and met several times, but if you haven't, you need to complete your planning process quickly!

If you have any questions after you have read everything over, you can contact your District Safety Engineer. Contact information is in the colored chart at the bottom of our website. So get your applications in by the deadline, and you will still have a couple of weeks before your income tax is due!

Highway Safety Grants Concept Papers also Due by March 31: For those who want to apply for Education or Enforcement grants funded by the Highway Safety Section (402) of our office, you only have a month left till that deadline. Bicycle and Pedestrian grants are some of the eligible categories of funding. Read more at: <http://www.dot.state.fl.us/Safety/HighwaySafetyGrantProgram/hsgp/hsgp.shtm>.

March is Bike Month in Florida: Because Florida often has such beautiful weather in March, Bike Month is celebrated here in March instead of waiting until the hotter national celebration in May. So, Happy Bike Month! Think about celebrating it by planning some Bike to School events in March.

2011 Recreational Trails Program Grant Cycle March 15-31: A recent announcement by the Office of Greenways and Trails said:

*The Office of Greenways & Trails announces the 2011 Recreational Trails Program (RTP) grant submission cycle and grant application workshops. The submission cycle will be open **March 15 thru March 31, 2011**. Program information, grant application materials and workshop information are available on the [RTP webpage](#).*

The Recreational Trails Program (RTP) is a federally funded competitive grant program that provides financial assistance to agencies of city, county, state or federal governments, and organizations, approved by the State, or state and federally recognized Indian tribal governments, for the development of recreational trails, trailheads and trailside facilities.

Florida Bicycle Association Selects New Executive Director: FBA announced recently that former Floridian Tim Bustos is returning to Florida from Davis, California to assume the position of Executive Director of FBA. It will be good to welcome Tim back to Florida in his new position, which he starts in early March. Tim will hit the ground running, as he attends the National Bike Summit in Washington, D.C. March 8-10 and hosts the third Florida Bike Summit at the state Capitol on March 24. (You can find out more about the Florida event and register free at: <http://www.floridabicycle.org/joinus/summit.html>.)

We wish outgoing Executive Director Laura Hallam all the best in her future endeavors. She has done a great job heading up FBA for many years, and we hope to see more of her in the future.

The FBA website has this background information on Tim:

Join me in welcoming Tim Bustos as FBA's new executive director. Tim isn't new to Florida since he began his professional career in Pensacola including eight years as the Regional Bicycle Coordinator for seven counties in Northwest Florida, plus served on the board of the original FBA back in the 1980's. After spending the past 16 years in California in positions ranging from the City of Davis Bicycle and Pedestrian Coordinator to transportation planning for a variety of clients, Tim is ready to come home. Tim's skill set includes extensive experience working with non-profit organizations including fund raising and grant writing to help finance a wide variety of successful projects. His two terms as a board member of the California Bicycle Coalition will also be an asset to moving FBA to the next level.

More News from FBA Newsletters:

- **WANTED: ANNUAL AWARD NOMINATIONS:**

The 2011 Annual Award presentation will take place in conjunction with the 2011 Florida Bike Summit on Thursday, March 24, 2011 in the Capitol Courtyard. The nomination deadline for the 2011 awards is March 1, 2011. For a list of categories and previous winners go [HERE](#).

Nominations should go to Dan Moser by email, fax or mail to: Dan Moser, dan@floridabicycle.org; ph/fax 239-334-6417, 1449 Linhart Ave., Fort Myers FL 33901

- **BIKE FLORIDA 2011 "FLORIDA'S EDEN" REGISTRATION IS OPEN:**

Don't delay in registering for [Bike Florida 2011](#), March 26-April 1. [Discounts](#) are available for FBA or LAB members and Share the Road license plate owners.

Registration IS available through active.com as well as through a downloadable paper registration on the [Bike Florida website](#).

Florida Updates: Local

City of Orlando Celebrates First Lady Michelle Obama's Let's Move! Campaign: The press release for the Orlando event celebrating the first anniversary of the Let's Move Campaign says, in part:

Orlando Mayor Buddy Dyer, the City of Orlando, and Dr. Toni Moody, M.D. join the Let's Move Cities and Towns initiative to bring communities together and adopt a long-term, holistic approach to fighting childhood obesity. Health and Human Services Regional Director Anton Gunn selected the City of Orlando to represent Region IV in this momentous occasion to share with the rest of the country the wonderful work that is being done here to end childhood obesity.

The celebration will kick off on Monday, February 7th at 11 a.m. in the Veterans Conference Room at Orlando City Hall with keynote presentations by Clara H. Cobb, MSN, RN, FNP, Rear Admiral, U.S. Public Health Service, Assistant Surgeon General, U.S. Department of Health and Human Services (Region IV) and Dr. Stephen McDonough, M.D., Council Member of the President's Council on Fitness, Sports, and Nutrition.

After the presentation, attendees will visit Nap Ford Community School and learn how its wellness programs impact the students and community. Guests will tour the Leadership Garden, Computer Lab, classrooms, and bike safety station. Health Masters Club Safe Routes To School program teaches students the benefits of daily physical activity by safely walking and biking to school. To walk the talk, attendees will return to City Hall on foot to culminate the event with a proclamation ceremony by Mayor Dyer and City Commissioners at the Orlando City Council Meeting.

The event is organized by Health Masters Club to spur its statewide effort to sign up 166 Florida Mayors for Let's Move Cities and Towns initiative to commemorate Florida's 166th year of statehood on March 3rd.

Congratulations to Orlando for being selected as the Southeastern US's location to celebrate the Let's Move anniversary. This is a tribute to the wonderful work being done by Dr. Moody and others in the area.

Every Step Counts: Sharing the Message with Transit Riders in Miami-Dade County: This article in the January/February Safe Routes Matters newsletter says, in part:

We love hearing anecdotes about how people are able to use Every Step Counts messages and materials across the country — in schools, as part of an event and now even in a public transportation system. The "[Lifetime of Being Active](#)" message can now be seen in bus shelters across Miami-Dade County! Thank you David Henderson, Bicycle/Pedestrian Coordinator, Miami-Dade MPO, for sharing this photo.

Contact [Caroline Dickson](#), communications and marketing manager at the National Center for SRTS, if you have ideas for how this campaign could work in your community.

News from Other States and Countries

Pennsylvania Safe Routes to School Program: Pennsylvania DOT contracted with the Center for Nutrition and Activity Promotion at Penn State Hershey Children's Hospital in 2007 to coordinate the Non-Infrastructure part of their SRTS program. This October 2010 report outlines the work done for Pennsylvania between 2007 and 2010, which included the development of a SRTS Action Kit, creation and administration of a SRTS grant program, coordination of Walk to School Day activities, co-chairing the SRTS Advisory Committee, creation of educational modules, providing training via satellite, development of a SRTS website, evaluation of the SRTS program, and development of this report.

Through these programs, hundreds of schools and hundreds of thousands of students were reached each year. The grant program alone reached 40 schools and more than 20,000 students who participated in Education, Encouragement and Enforcement activities. Read more at: <http://tinyurl.com/4j3mt74>, especially pages 20-39 for descriptions of the grant activities.

One school created indoor intersections and crosswalks on the gym floor using tape and cones, and had students on floor scooters represent motor vehicles, to teach safer pedestrian/motor vehicle interactions. See page 23 for a description and photo of this activity.

I also discovered that webcasts which were produced as part of this project are now archived at: <http://www.nrgbalance.org/schools/webinars/archive.cfm>. Some of the webcasts which might be of interest are *Improving Physical Activity through School Walking Programs and Outdoor Recreation* and *Safe Routes to School Training*.

Save a Gallon: In mid-December I got the following message from the California SRTS Coordinator:

...we held a regional forum for our non-infrastructure grantees in Sacramento. We had Phil Cox and Tim Starback from SaveaGallon.org speak about some new ways for kids to log their miles and have their biking to school count. Please check out this great idea that they have developed using barcode technology!

<http://www.saveagallon.org/node/144>.

This is a website where people can keep track of their non-recreational walking and biking trips and the savings they are contributing to greenhouse gases. This could be a great tool for your SRTS programs.

National News

Free Webinar on FHWA Resources, March 1 at 2:00 pm: The Pedestrian and Bicycle Information Center (PBIC) recently announced the next free Webinar in its Livable Communities Webinar Series: *FHWA Resources for Pedestrian and Bicycle Professionals*. The webinar will be held Tuesday, March 1, 2011, 2:00 p.m. - 3:30 p.m. E.S.T.

Register at <https://www2.gotomeeting.com/register/656793107> and read more at: <http://www.saferoutesinfo.org/ss/users/link.php?UserID=309638&Newsletter=150&List=8&LinkType=Send&LinkID=1460>.

Registration, Call for presentations now open for the Safe Routes to School (SRTS) National Conference: The third National SRTS conference will be held August 16 - 18, 2011, in Minneapolis, MN. The announcement said, in part:

Whatever your experience level with SRTS, you're invited to attend this dynamic conference, advance your important work and build the connections-in your schools, streets and communities.

Get involved!

- Learn more at saferoutesconference.org
- [Register now](#)
 - Early bird registration (\$300) is available until May 31
- [Submit a proposal to present a session](#) (presenters can save more than 65% on registration fees)
 - Deadline for presentation submission is April 8

Please consider submitting a proposal to share your SRTS programs at the conference, and plan to go if you can. These conferences are the best way to find out what is going on with SRTS around the United States.

Congratulations, Let's Move! for a tremendous first year: This article by USDOT Secretary Ray LaHood includes this quote:

Here at DOT, several of our initiatives complement the work of the First Lady's task force. Walking, bicycling, and complete streets efforts all promote the healthier lifestyle needed to help eliminate childhood obesity. And whenever we get the chance, we've enjoyed sharing those initiatives on [Let's Move!](#)

Some of those include:

- *Encouraging children to walk and bike safely to school through our Safe Routes to Schools programs. Believe it or not, riding to school in a car is less safe than either riding a school bus or walking or biking. Safe Routes programs also reduce traffic congestion and improve the environment, making communities more livable for everyone.*
- *Promoting bicycle and pedestrian-friendly "[complete streets](#)" policies. DOT wants to ensure that the roads we build and repair are safe and convenient for everyone using them. This means considering drivers, cyclists, and walkers when undertaking road work and taking their interests into account when planning new roads.*
- *Using TIGER discretionary funds to support projects that benefit communities and create opportunities for increased physical activity. Projects like the Philadelphia Area Pedestrian and Bicycle Network allow commuters and recreational walkers and bicyclists to exercise more options for getting around. We've also worked hard through our TIGER program to offer improved connections for bicyclists and pedestrians to transit centers.*

Read more and see the First Lady's anniversary video at: <http://fastlane.dot.gov/2011/02/congratulations-lets-move.html#tp>. Read the press release at: <http://www.whitehouse.gov/the-press-office/2011/02/08/lets-move-marks-first-year-anniversary>.

State Network Project: Selected Policy Successes: 2007 through 2010: You can read about the policy successes in many states through the SRTS State Network Project, by reading the report at: http://www.saferoutespartnership.org/media/file/Network_Policy_Successes_Dec_20_2010_FINAL.pdf. By the time of the next report, Florida should have some successes to add!

Updates from the National Center for SRTS:

- **New Resource from the Robert Wood Johnson Foundation: School Policies and Practices to Improve Health and Prevent Obesity: National Elementary School Survey Results:**

This report by the Robert Wood Johnson Foundation summarizes findings from one of the most comprehensive studies to date of health-related policies and practices in U.S. elementary schools. A survey distributed by the Robert Wood Johnson Foundation examined topics addressed in the [federal wellness policy mandate](#) and many other issues relevant to childhood obesity, such as specific foods and beverages offered during school lunches; products sold through competitive venues (e.g., vending machines, à la carte lines); physical education programming; and walking and bicycling to school.

View this [new RWJF report](#).

- **Winter 2010 Snapshot: States Continue to Grow Their SRTS Programs:** The announcement of the most recent SRTS Snapshot says:

The federal Safe Routes to School Program continued to grow during the fourth quarter (Oct–Dec) of 2010. State SRTS programs announced \$24.9 million during the quarter that will impact statewide and local SRTS program activities. This brings the total funding that States have announced to \$583.9 million, which is approximately 68% of the \$861.9 million available. View the [complete report](#).

ACHIEVE Updates: ACHIEVE is part of the CDC's Healthy Communities Program and stands for **A**ction **C**ommunities for **H**ealth, **I**nnovation, and **E**n**V**ironmental **ch**ang**E**. Here are some updates from the ACHIEVE program:

- 2011 ACHIEVE Communities Announced: According to the ACHIEVE website:

Forty communities were selected in February 2011 to join the 94 pre-existing ACHIEVE communities. Selected communities will work to improve the health of their residents by instituting policy, system, and environmental changes that make the healthy choice the easy choice. Click [here](#) for a list of selected communities and [here](#) to read the ACHIEVE press release.

Included in the new communities are two Florida sites: Daytona Beach, coordinated by the National Association of Chronic Disease Directors (NACDD) and Jacksonville, coordinated by the YMCA. This brings Florida up to eight ACHIEVE communities.

- Tallahassee ACHIEVE wins international award: The Tallahassee ACHIEVE community is currently featured on ACHIEVE website for winning a Silver Award in the International Awards for Liveable Communities:

The City of Tallahassee was named one of the most liveable cities in the world at The International Awards for Liveable Communities (LivCom) in Chicago. At 12:15 a.m., towards the end of a night of awards, the Founder of LivCom, Alan Smith, announced Tallahassee as a Silver Award winner. Smith said Tallahassee embodied the spirit of LivCom, noting the representation of government, citizens and business leaders in the Tallahassee delegation. The competition focuses on cities engaged in best practices regarding environmental sustainability, community involvement, and overall liveability factors. Tallahassee's award was in the Whole Cities category where every aspect of the community was taken into consideration, from healthy lifestyles to education, to arts and culture, to environment and sustainability.

Read more at: <http://www.achievecommunities.org/TallahasseeFL/Pages/default.aspx>.

Federal Budget Updates: As I'm sure you have all been hearing on the news, the latest extension of funding for transportation is set to expire this Friday, unless Congress takes action. Hopefully an extension can be passed before then so there will not be a government shutdown.

Some members of Congress want to decrease or cut funding pedestrian and bicycle programs, but we have a long ways to go before these issues are resolved. For those wanting to receive updates on what is going on, organizations like the League of American Bicyclists or America Walks are good sources of information. If you are interested, you can sign up for the LAB E-Action List at: <http://capwiz.com/lab/mlm/signup/> or the America Walks e-newsletters at: <http://visitor.r20.constantcontact.com/manage/optin/ea?v=001nkQbX5l1Qs9E9CRhNruhDw%3D%3D>.

News from League of American Bicyclists: The following announcements were included in recent American Bicyclists Updates:

- Apply for a \$500 Road Safety Mini-Grant by March 21:

If you are planning a traffic safety event in May (perhaps for National Youth Traffic Safety Month, National Bicycle Safety Month, or National Motorcycle Safety Month, or other safety event), \$500 mini-grants are available to assist with U.S. local and state activities for the May 11th [Decade of Action for Road Safety](#) launch. It is a very short application (250 words) and any not-for-profit organization (including government offices) may apply. Due date is March 21, 2011. To apply and receive the application click [here](#).

- National Bike Summit, March 8-10, 2011: USDOT Secretary Ray LaHood will be the dinner speaker this year, and many other interesting speakers are scheduled. You can still register for this event at: https://members.bikeleague.org/members_online/registration/register.asp?mt=SUMMIT11&af=LAB.

If you attend this Summit, please send in some information on it for inclusion in a future SRTS Update.

- More Jobs in Bike Lanes than Other Road Projects:

According to a [new report](#) by the Political Economy Research Institute at the University of Massachusetts Amherst, building bike lanes and pedestrian projects, and bike boulevards, creates more job per million dollars spent than road repairs and road resurfacing. The report examines the costs of engineering, construction, and materials costs for different types of projects in the city of Baltimore, Md. concludes that, for a given amount of spending, **bike lanes create about twice as many jobs as road construction**. Read [more](#).

- Growing Demand for Livable Communities:

According to a survey recently released by the Centers for Disease Control and Prevention, 57 percent of adult Americans say that their neighborhood features - like sidewalks, crosswalks, or lighting - are of high importance in determining their levels of physical activity. About two-thirds of adults said they were willing to take "civic actions" to improve neighborhood features. [Read more](#) on our blog.

- Complete Streets Growth:

The National Complete Streets Coalition celebrated a huge milestone last week -- more than 200 complete streets policies have now been adopted across the United States. This includes Washington, D.C. and Puerto Rico. Read more about this accomplishment [here](#).

- The Economic Reality of Obesity:

The new study by the [Society of Actuaries](#) (SOA) revealed some startling news. The total economic cost of overweight people (BMI between 25.0-29.9) and obesity (BMI of more than 30) in the U.S. and Canada reaches \$300 billion per year, with 90 percent of the total -- \$270 billion -- attributed to the U.S. While much research has been conducted on obesity, the SOA study looked at the economic costs of overweight people and obesity, how it caused increased need for medical care and added to loss of economic productivity -- resulting from excess mortality and disability. Read the report [here](#).

EPA School Siting Draft Guidelines: Although the comment period for these draft Guidelines is now past, I thought I'd summarize some of the information in the draft Guidelines, for those who haven't had a chance to look at them.

Siting Criteria Considerations are described at: <http://www.epa.gov/schools/siting/criteria.html>. While many of the considerations involve environmental hazards, I was pleased to find that many other considerations are in line with SRTS programs. This website includes the following information:

Community centered schools integrated into existing residential neighborhoods often allow for better environmental, community, economic, educational, and public health outcomes. These community centered schools allow children, faculty, and staff to walk and bike to and from the school, and use public transportation options, when available. They often take advantage of previous investments in infrastructure and add to the vibrancy and vitality of a community...

Assessing and balancing multiple potential risks while considering the desirable attributes of prospective sites is not a simple task and there is no single tool available to accomplish it. This section of the guidelines highlights considerations that should be taken into account as local communities establish their own school siting criteria.

In new areas schools can be designed to encourage integration with future developments by establishing street patterns that support walking and biking as surrounding developments are constructed. This can happen both as part of the design and construction of the school campus and as a result of subdivision regulations guiding development within 1 mile of a school's boundary.

One of the considerations of whether a new school is needed is the possibility of renovation or rehabilitation of existing facilities. Usually older schools are located at the middle of population centers, and if it's possible and practical to renovate those schools, they will continue to be destination schools to which students can walk or bike.

Under location considerations are *proximity to student population* and *transportation options* (including walking, biking, and public transportation). These are also very important considerations which are not always considered. Often new

schools are sited where the land is cheap, but these locations are often not where children can walk or bike to them, and they often increase the yearly costs to the school district due to the need for increased busing.

Under impact on the environment from the school and supporting infrastructure (e.g., roads, utilities) are two items which pertain to SRTS programs: *traffic emissions* and *safety concerns*. There is a discussion of decreased emissions when transportation choices exist. Both air quality and traffic safety issues should be considered when contemplating siting a new school. And certainly, schools which allow for a variety of transportation choices including walking, biking, carpooling and public transit are likely to have less traffic congestion and less air pollution.

Under students and staff activity, all three considerations listed are of interest to SRTS programs: *support for active transportation* (i.e., walking or biking); *locations of recess, sports, exercise and other physical activities*; and *street patterns – access routes* (walking, biking, car, school bus, public mass transit). If schools are located near exercise fields and parks, this will encourage children (and the community, through joint use agreements) to be more active. And schools which are located within walking and biking distances and with good surrounding infrastructure will encourage these activities.

Other sections of interest to SRTS include encouragement of joint use agreements, smart growth principles, the location of schools near populations and infrastructure, consideration of transportation implications both to families and to the school district, and much more.

There is even a section entitled *Plan For and Develop Safe Routes to School Programs That Can Support Alternative Transportation Modes*. I will quote part of this section:

Some things to consider as part of the site choice and planning process are:

- *the ability to develop bike lanes and paths, adequate sidewalks and cross-walks, traffic safety education programs, etc.*
- *ensuring access to building entrances for pedestrians and bikers without crossing bus zones, parking entrances, student drop-off and pick-up areas*
- *developing connectivity to transit lines that make routes that include walking and biking a possibility for students outside the immediate neighborhood of a school*
- *developing bus flow plans that ensure pedestrian and bike safety*
- *addressing needs of parents, students, teachers and staff with disabilities*
- *ensuring routes do not cross or run adjacent to highways, other large roadways and transportation facilities (e.g. rail lines), and other large air pollution sources.*

The site selection committee should walk the area surrounding each proposed school site. If there are unsatisfactory walking routes for a proposed site, the school district should consider another site or work with the city or county to have safe walking routes installed before opening the school. Ensure that streets within one mile of the site include clear pedestrian pathways, bicycle routes, and speed control measures (traffic calming, design speeds, etc.).

It looks like the EPA has done an excellent job in considering environmental, SRTS and other issues related to school siting. It's worth your time to glance at the other information at: <http://www.epa.gov/schools/siting/criteria.html>.

We Don't Need No Transportation: This recent article from the *Strong Towns Blog* includes these excerpts:

Door to door transportation for K-12 students may seem to be a compassionate policy from a society that values both students and education. That may be the intent, but the transportation mandate ultimately takes money from classrooms to subsidize our inefficient, post-WW II development pattern. In the end, it also devalues traditional, neighborhood schools in favor of the remote, campus-style we now build...

What if we went the other way and shifted all transportation funding into the classroom? What if we ended the mandate for schools to provide transportation? ...

After discussing a Minnesota 2020 report, he continues:

If you [look at the MN2020 report](#), districts that have neighborhood schools in higher density, walkable areas actually have a surplus in transportation spending they can use for other needs. In contrast, large rural districts and suburban/exurban districts run huge deficits, taking money from the classroom to fund transportation

Read more at :<http://www.strongtowns.org/journal/2011/2/7/we-dont-need-no-transportation.html>.

Send in your National Roadway Safety Award Nominations by May 1: See all the details and application at: <http://www.roadwaysafety.org/wp-content/uploads/2011/nomination-package.pdf>.

Florida & National Calendar of Events & Training Opportunities

❖ Indicates new items Calendar items are repeated until events are held All times are Eastern unless noted

2011:

- ❖ **March 1, 2:00-3:30 pm, Free Webinar: *FHWA Resources for Pedestrian and Bicycle Professionals*;** presented by: Dan Nabors, Charlie Zegeer, Libby Thomas and Tamara Redmon. Register at <https://www2.gotomeeting.com/register/656793107>. More info: <http://www.saferoutesinfo.org/ss/users/link.php?UserID=309638&Newsletter=150&List=8&LinkType=Send&LinkID=1460>
- ❖ **March 3, 1:00 pm, free webinar: *Involving Bike Shops in Safe Routes to School*,** sponsored by the SRTS National Partnership. Register at: <http://www.instantpresenter.com/AccountManager/RegEv.aspx?PIID=E953DF81884A>.
- **March 8-10: National Bike Summit:** Washington, DC. Click on the link for more information.
- **March 15, 2:00-3:00 pm, free Webinar: *Health Impact Assessments (HIAS) in Transportation*:** This is part of the 4-part webinar series entitled *What Healthy Communities Need from their Transportation Networks*, sponsored by the American Public Health Association. The series covers how transportation systems impact health in diverse communities across the nation. More information and register for the whole webinar series at: <https://cc.readytalk.com/cc/schedule/display.do?udc=4ozeg2azyaax>.
- **March 24, 3rd Annual Florida Bike Summit,** Florida Capitol Courtyard, Tallahassee FL. Sponsored by Florida Bicycle Association.
- **March 26 - April 1: *Bike Florida 2011 "Florida's Eden" bike ride*:** Registration is available through active.com as well as through a downloadable paper registration on the [Bike Florida website](#).
- **March 27-29 - National Conference on Highway Safety Priorities: Lifesavers 2011:** Phoenix, AZ. Click on the link for more information.
- **April 5, 2:00-3:00 pm, free Webinar: *Preventing Roadway Fatalities and Injuries*:** This is part of the 4-part webinar series entitled *What Healthy Communities Need from their Transportation Networks*, sponsored by the American Public Health Association. The series covers how transportation systems impact health in diverse communities across the nation. More information and register for the whole webinar series at: <https://cc.readytalk.com/cc/schedule/display.do?udc=4ozeg2azyaax>.
- ❖ **April 8: Deadline to submit a proposal to present at the SRTS National Conference.** [Submit a proposal to present a session](#) (presenters can save more than 65% on registration fees)
- ❖ **May 15-19, National Scenic and Historic Trails Conference, Abingdon, VA.** Info: The Partnership for the National Trails System: <http://tinyurl.com/2bl3n3r>.
- **May 18-20, 3rd International Conference on Roundabouts,** Carmel, IN. Info: <http://tinyurl.com/2b82jsr>.
- **May 22-25, National Main Streets Conference:** Des Moines, IA. Info: National Trust for Historic Preservation Main Street Center: <http://tinyurl.com/25ljpg4>.
- ❖ **August 16-18, 3rd Safe Routes to School National Conference,** Minneapolis, MN. Watch for more info at: <http://tinyurl.com/ajk7jy>. Registration is now open.

For National Bike Month, Operation Lifesaver Offers Six Tips for Safe Biking Near Train Tracks

By Operation Lifesaver 5-05-2010

WASHINGTON, DC, May 5, 2010 – May is National Bike Month, and Operation Lifesaver, Inc., (<http://www.oli.org>), is sharing tips for safe biking near train tracks. Last year, more than 760 people were killed or injured in the U.S. while illegally walking, bicycling, or otherwise playing on railroad tracks or property.



"Tragically, just recently a bicyclist died from injuries suffered when he was hit by a train while trying to ride across train tracks in Virginia. We urge all bicyclists to use care at railroad crossings or near train tracks," says Operation Lifesaver President Helen M. Sramek.

Operation Lifesaver offers bicyclists six tips for safety near train tracks:

- 1) **CROSSING TRACKS ON A BICYCLE REQUIRES CAUTION AND EXTRA ATTENTION!** Narrow wheels can get caught at crossings. If possible, walk - don't ride - across. Always cross at a 90-degree angle.
- 2) **USE ONLY DESIGNATED RAILROAD CROSSINGS.** The only legal and safe place to cross railroad tracks is at a designated public crossing with a crossbuck, flashing red lights or a gate. Crossing at any other location is trespassing and illegal.
- 3) **TURN OFF MUSIC AND REMOVE EARPHONES AT ALL RAIL CROSSINGS.** Music can be a deadly distraction near the tracks; the sound may prevent you from hearing an approaching train. Trains are quieter than you think, go faster than they appear, and do not run on set schedules.
- 4) **WET TRAIN TRACKS CAN BE SLIPPERY.** Dismount and walk your bike across the tracks. Step over the tracks - not on them - to avoid slipping.
- 5) **WATCH OUT FOR THE SECOND TRAIN.** Your view of a second train might be blocked by the first. Wait after the first train passes until you can see clearly in both directions.
- 6) **IF YOU SEE A TRAIN COMING, WAIT!** Flashing lights or a lowering gate means a train is approaching. Do not proceed until the gates go completely up and the lights go off. It is illegal to go around lowered gates, whether on a bike, on foot or in a vehicle.

About Operation Lifesaver

Operation Lifesaver's mission is to end collisions, deaths and injuries at highway-rail grade crossings and along railroad rights of way. A national network of volunteers provides free presentations on rail safety. For more information or to request a free safety presentation, visit www.oli.org.

Photo credit: Bright Tal, Flickr Creative Commons

Operation Lifesaver, Inc.

Pedestrian Safety Tips

Rail safety is for everyone, not just drivers. Pedestrians who choose to walk or play around railroad tracks are trespassing on private property and could be fined, seriously injured or killed.

Safety tips:

- **The only safe place** to cross is at a designated public crossing with either a crossbuck, flashing red lights or a gate. If you cross at any other place, you are trespassing and can be ticketed or fined. Cross tracks **ONLY** at designated pedestrian or roadway crossings.
- **Railroad tracks, trestles, yards** and equipment are private property and trespassers are subject to arrest and fine. If you are in a rail yard uninvited by a railroad official you are trespassing and subject to criminal prosecution; you could be injured or killed in a busy rail yard.
- **It can take a mile or more to stop** a train, so a locomotive engineer who suddenly sees someone on the tracks will likely be unable to stop in time. Railroad property is private property. For your safety, it is illegal to be there unless you are at a designated public crossing.
- **Trains overhang the tracks** by at least three feet in both directions; loose straps hanging from rail cars may extend even further. If you are in the right-of-way next to the tracks, you can be hit by the train.
- **Do not cross the tracks** immediately after a train passes. A second train might be blocked by the first. Trains can come from either direction. Wait until you can see clearly around the first train in both directions.
- **Flashing red lights** indicate a train is approaching from either direction. You can be fined for failure to obey these signals. Never walk around or behind lowered gates at a crossing, and **DO NOT** cross the tracks until the lights have stopped flashing and it's safe to do so.
- **Do not hunt, fish or bungee jump** from railroad trestles. There is only enough clearance on the tracks for a train to pass. Trestles are not meant to be sidewalks or pedestrian bridges! Never walk, run, cycle or operate all terrain vehicles (ATVs) on railroad tracks, rights-of-way or through tunnels.
- **Do not attempt to hop aboard** railroad equipment at any time. A slip of the foot can cost you a limb or your life.
- **Be aware trains do not follow set schedules.** Any Time is Train Time



2011 Priority Process Schedule

January/February 2011

- TPO staff issues **“call” for new projects** – application packets sent out to all interested parties (Friday February 11, 2011)
- **Local governments are NOT required to submit a new application for a candidate project already on this list. However, if a local government would like for their project(s) to remain as a “candidate project(s)” for funding, each local government must submit a letter to the TPO supporting their project(s)**
- TPO staff will host a **workshop** to discuss the Priority Project application process to provide information to local governments (Thursday February 18, 2011)

March/April 2011

- **Deadline** to submit Priority Project Lists applications and/or letters of support for “candidate project(s)” **Friday March 18, 2011**
- TCC/CAC/BPAC - TIP Subcommittee meet to rank Transportation Enhancement and Traffic Ops/ITS/Safety projects (Tuesday April 5, 2011)
- BPAC Ranking Subcommittee meets to rank XU Bicycle/Pedestrian projects (Tuesday April 5, 2011)
- BPAC 1st review of draft XU Bicycle/Pedestrian and Transportation Enhancement Priority Project Lists (April 13, 2011)
- CAC 1st review of Transportation Enhancement and Traffic Ops/ITS/Safety Priority Project Lists (Tuesday April 19, 2011)
- TCC 1st review of draft Transportation Enhancement and Traffic Ops/ITS/Safety Priority Project Lists (Tuesday April 19, 2011)

May 2011

- BPAC 2nd review of draft XU Bicycle/Pedestrian and Transportation Enhancement Priority Project Lists (Wednesday May 11, 2011)
- CAC 2nd review of draft of Transportation Enhancement & Traffic Ops/ITS/Safety Priority Project Lists (Tuesday May 17, 2011)
- TCC 2nd review of draft Transportation Enhancement & Traffic Ops/ITS/Safety Priority Project Lists (Tuesday May 17, 2011)
- TPO staff transmits draft Transportation Enhancement list(s) to FDOT for review (May 25, 2011)
- 30-day Public Notice for Public to Review the draft Priority Project Lists (May 31, 2011)

June 2011

- Submit Draft Priority Project Lists to TPO Board for 2nd review (June 17, 2011)
- TPO Board holds a Public Hearing on the Draft Priority Project Lists (June 28, 2011)
- **TPO Board adopts Priority Project Lists (June 28, 2011)**

July-August 2011

- TPO staff compiles all of the prioritization process information (including the adopted priority lists) and transmit this information to FDOT prior to the October 1, 2011 deadline